

## The Omaha Bee.

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A. H. Fitch, Correspondent and Solicitor.

DEMOCRATIC patriotism consists in a man's for office snatching.

That historic cabinet will remain in Washington only in photographs.

The agony has begun at Washington and the funeral hymn has given place to the office-holders' chant.

Iowa will now have an opportunity of doing for honest Sam Kirkwood what Minnesota will do for William Windom.

The gratification expressed by our German citizens over the composition of the democratic ticket isn't loud enough to be heard a block.

Mr. Schurz thinks the reorganization of the party machinery in New York was not thorough enough. Mr. Schurz is a chronic grumbler.

The resignation of Senator Edgerton, of Minnesota, in favor of Secretary Windom, is an act which will be appreciated by the people of the west.

St. Louis is complaining that limestone macadam is a fraud. Gazing on our Farnham street quagmire Omaha tenders her sincere sympathies to St. Louis.

The close connections between the opening of our rivers and the decline in railroad tariffs makes the coming convention of vital interest to every producer in the state.

Mr. JOHN KELLY is flourishing the Tammany tomahawk in a manner which is peculiarly disagreeable for the kid glove democracy to contemplate. It means scalp.

The localizing of trade centers is one of the surest marks of a city's development. Omaha's growth as a wholesaling point is indicated by the grouping of great commercial houses south of Farnham street and nearer to the center of transportation.

The St. Paul Pioneer Press thinks that the \$1,000,000 net earnings of the Chicago, St. Paul, Minneapolis & Omaha railroad is an interesting and instructive exhibit. It is particularly so to the farmers and shippers of Wisconsin and Minnesota.

SUNDAY was the tenth anniversary of the great Chicago fire, which occurred on October 9, 1871, and the Chicago Tribune publishes a mammoth memorial sheet in commemoration of the event. Chicago is one of the wonders of the west and the most singular fact is that her people and newspapers don't know it.

GALBY, the troubadour, touched his guitar in vain in Saunders county. Our special dispatches announce that the bond proposition for the Lincoln & Fremont railroad was beaten in every precinct in the county, including Wahoo. The farmers of Saunders county have thus given public notice that no more mortgages will be voted on their farms for the benefit of railway construction rings.

Ten years ago General Garfield wrote to a prominent lawyer who had exposed the insanity plea in a murder trial: "The whole country owes you a debt of gratitude for brushing away the wicked absurdity which has lately been palmed off on the country as law on the subject of insanity. If this thing had gone on much further all that a man would need to secure himself from the charge of murder would be to give a little and tear his hair a little, and then kill his man."

Hazing has broken out afresh at Annapolis and Admiral Rogers is determined to lift the matter to the bottom and to make an example of the offenders. Hazing is a form of low brutality without one redeeming feature. The young men who are being educated at the government expense at West Point and Annapolis should be made to understand that they are placed there to study and not to make life miserable to others.

## THE PRESIDENTIAL SUCCESSION.

The democrats have organized the senate by electing James F. Bayard president pro tempore. In the present emergency this is an event of unusual importance. Although Mr. Bayard as president of the senate does not enjoy the title or prerogatives of president he occupies a position that places him in direct line of succession to the presidency. The president of the senate has no casting vote like the vice-president in case of a tie vote, but he becomes constitutional successor of the vice-president should that officer while acting as president of the United States be removed from office by impeachment, become disabled or die. In other words there is now but one life between Mr. Bayard and the presidency. While the country is conscious that Mr. Bayard is a gentleman eminently fitted to discharge any duty that may devolve upon him, and while there is not a shadow of corruption on his past political record, yet the fact that his political views are radically at variance with those held by a majority of loyal Americans, his elevation to the presidency of the senate becomes almost a menace to the stability of our institutions. Nobody will dare impute any design or desire to Mr. Bayard to become the successor of President Arthur, and yet the fact that a Democrat may be made president by the removal of one man is a most terrible temptation to cranks, who may imagine the salvation of the country depends upon the resumption of national control by the democracy. Impressed with the grave problem that is presented by the election of a democrat to the presidency of the senate while a republican vice-president occupies the presidential chair, Senator Edmunds made an earnest effort to secure the admission of the New York and Rhode Island senators before the senate proceeded to the election of its president. In this effort he was seconded by every republican in the senate as well as by Senator David Davis, who usually votes with the democrats. But the democratic caucus had laid out the program for democratic senators. Mr. Edmunds's proposition was voted down by a party vote and Mr. Bayard was duly elected and installed in the vice presidential chair.

As the leader on the republican side Mr. Edmunds entered a most dignified and unanswerable protest against the exclusion of the New York and Rhode Island senators, and as on former occasions, Mr. Edmunds has given proof of his profound knowledge of political history and his mastery of debate on constitutional questions. In protesting against the course pursued by the democratic majority Mr. Edmunds has also laid the foundation for justifying the course which the republicans intend to pursue when they are in the majority next winter.

## THURSTON'S CAMPAIGNS.

Some of the most disastrous defeats on both sides during the war were due to incompetent leadership. Field officers who were able to handle a battalion or a regiment proved complete failures as commanders of a brigade and many excellent brigade commanders were utterly unfit to command a division or an army corps.

In politics as in war, ability of a much higher order is essential to success in leading and handling large bodies of men on an extensive field than in conducting a fight on a very limited territory. A politician who can successfully pack and manipulate a ward caucus is not always competent to organize a state campaign or manage a sectional contest. Nowhere has this fact been more strikingly illustrated than in the political campaigns that have been fought during the past four years in Nebraska. When John M. Thurston assumed command of the political forces of the Union Pacific it was expected he would revolutionize our politics, completely stamp out all opposition to monopoly domination and become the arbiter of the political destiny of every aspirant to office from constable to United States senator. In these expectations Mr. Thurston has sorely disappointed his followers and admirers. With one or two minor exceptions his political leadership has been a series of disgraceful disasters. Three years ago he organized a campaign for Mr. Hayward of Otoe county, whom he promised to send on the supreme bench. With the party machinery in his hands he selected Omaha as his battle ground but when brought face to face with the opposing forces he capitulated unconditionally, leaving Mr. Hayward in a sad plight. The senatorial contest last winter afforded him a splendid field for displaying his leadership, but like the Austrian general in Italy that surrendered to Napoleon I at Mantua, he allowed the enemy to concentrate while he was scattering his forces, and before he could prepare for retreat, Thurston and his Nance boom were bottled by Van Wyck.

Last week Thurston led his followers recklessly into another political slaughter pen. He tried to play Sitting Bull on Judge Maxwell by planning a treacherous ambush, and

when he found that his plot was discovered he had the foolhardiness to attempt its execution in the face of a vigilant enemy massed in overwhelming force. Such persistent blundering would demoralize the bravest men, if and Thurston's followers were not regulars fed by the Union Pacific commissary, he could not muster a corporal's guard for another campaign.

Is Illinois the state board of equalization not elected and are not controlled by the railway corporations much to the satisfaction of the people, the regret of the monopolies and the profit of the state. At its last session this body of public officers increased the assessment of railroad property in the state \$7,000,000 over the assessment of last year. This was at the rate of 14 per cent, and the railroad managers complain that there has been discrimination exercised against them because other property in Illinois has increased only 1 per cent during the same time. The board reports very properly that the assessment of 1880 was too low and that in fixing a higher rate it was forced to take into consideration the increase not only in new lines and improvements on the old ones but also the handsome percentage which the companies have earned upon their capital investment. It would be worth \$300,000 in the pockets of Nebraska tax payers if they had such a board of equalization as that possessed by Illinois. As long as the railroads control political conventions and public officers are not held to a strict accountability for their acts by the people the burden of maintaining our government will be yearly shifted from the shoulders of wealthy corporations where it belongs to the backs of the people who are daily taxed to fill the coffers of the monopolies.

THE BEE cannot join those newspapers that have been urging our farmers to hold their grain and corn indefinitely for higher prices. The sustained price of these articles on eastern boards of trade has been largely the result of speculative manipulation by Chicago and Cincinnati capitalists. The ablest judges of the future of the markets do not believe that the quoted values of two weeks ago can be maintained during the winter and the closing out of the Cincinnati "deal" and the consequent drop in prices goes far toward sustaining their judgment. It is a good rule to sell on a high market and to buy on a low one. What a high market is can readily be ascertained. Waiting for top notch prices has often resulted in heavy losses to those who would in the end have made more if they had been contented with obtaining moderately remunerative returns for their investment and labor. It is not probable that the prices of wheat and corn during the winter will fall to anything like the figures of last season. The shortage of crops will prevent this. But at the same time it must not be forgotten that there is a large surplus remaining from last year's crop and that the foreign demand will not be as great as was anticipated before harvest time.

OTTO holds her election to-day for state officers. The result will be awaited with interest. No state contains a constituency so open to argument and less inclined to hold firm within party ranks when local issues are concerned. In national campaigns, when a full vote is called out, Ohio is republican, but in general, "off years" are more "off" in that state than in any other. The present campaign has been fought to a great extent upon the personal merits of the rival candidates for governor, Foster and Bookwalter. Mr. Foster has in times past been extremely popular among the "Buckeyes," and Mr. Bookwalter has the advantage of a large income and a clear record as a leading manufacturer and employer of labor. The president's death interfered somewhat with the closing of the campaign but is counted upon to draw out a heavier republican vote than it had occurred earlier. There seems little reason to doubt that the state will give a substantial republican majority in to-day's elections. Last year the secretary of state received 19,000 over his competitor. Such a majority can hardly be looked for this year.

SENATOR GORDON, of Georgia, resigned his seat in Washington last year with the remark that he could make \$15,000 a year outside of public office. Mr. Gordon is now worth over a million and is said to have made his two brothers and Governor Colquitt worth the same sum. Since his resignation he has organized the Georgia Pacific railroad and sold it to the Richmond and Danville extension company, itself controlled by the Pennsylvania company, for \$700,000. He still holds the presidency of the Georgia Pacific and with his brothers and Gov. Colquitt holds \$1,000,000 of Richmond and Danville extension stock and \$2,500,000 in the Georgia Pacific. Gordon was given the charter of the Georgia Western unbuild railroad by the Louisville and Nashville company, whose counsel he was. This charter gave Gordon the entrance to Atlanta and an outlook westward. He at once obtained over 100,000 acres of coal land, granted on condi-

tion that a road from Atlanta to the Mississippi should pass through them. With these privileges the negotiations with the Pennsylvania company were easy.

It is stated that "delicate political considerations" complicate President Arthur's choice of a successor to Justice Clifford upon the supreme bench. It is difficult to see why political considerations should have any place in the selection of a judge of the supreme court. There is a growing feeling in the ranks of both parties that the judiciary should be separated as far as possible from the disturbing influences of partisan politics. Custom has in times past dictated that selections for vacancies in the court of highest resort should be made in such a manner as to preserve the political balance of that body, but factions within party have never been recognized in the making of such appointments. The "delicate political considerations" which complicate President Arthur's choice are likely to have no other foundation than the fertile imagination of some hair brained Washington penny-a-liner.

They never believe in doing things by halves in Arkansas. The three youthful train robbers who boarded a train on the Iron Mountain railroad on the 22d of September have been captured, tried and sentenced to seventy years each in the penitentiary. The people of the entire state constituted themselves detectives in the case and were aided by the governor and public officers to the utmost extent of their power. It is unnecessary to say that Missouri's border ruffians are still at large. Any remarks which St. Louis papers may hereafter make at the expense of Arkansas civilization will fall very flat upon the public ear.

## The Mississippi River Route.

Perhaps the most important question connected with the general subject of transportation is that of the great future route for carrying grain from the upper Mississippi region to the sea-coast. Our great strength as an exporting nation lies in our capability for the production of food supplies, and the bulk of our surplus for years to come must be drawn from the vast tract drained by the upper tributaries of the Mississippi river, from the call of the St. Louis Merchants' Exchange for a convention to promote the improvement of navigation on that stream and its branches it is stated that "within the area of states and territories drained by the Mississippi and its navigable tributaries is produced 90 per cent. of the corn, 73 per cent. of the wheat, 83 per cent. of the oats, 64 per cent. of the tobacco, 77 per cent. of the cotton, and 66 per cent. of the live hogs of the whole country." These are the products which make up a very large part of our exports, and the exchange of which for foreign commodities constitutes the bulk of our commerce with other countries. Consequently, the route which these take from the fields of the interior to the sea-coast for shipment abroad will determine the points of activity and of profit in foreign trade. The path through which they pass will enjoy the benefit of handling and shipping, and will have a strong hold upon the traffic that comes to the country in return. There is no likelihood that any one route or any one port will monopolize the business, but that through which it can be carried on to the best advantage will rapidly gain an ascendancy over all others.

New York owes its present position to the assistance of the past. The settlement and development of the western country proceeded from this direction, and the means of transportation followed the advancing line of population and industry to bring back their surplus products. The Hudson river and the Erie Canal gave New York a water connection with the great lakes, and so with the grain fields of the west, and the great system of railroads in its development carried from this point westward. During the days of slavery in the South, and those of the war and reconstruction, an industrial barrier ran across the country, turning the course of transportation to the eastward from the ports of the North Atlantic coast, and New York in particular, has derived great advantages. Now, however, the barrier is removed, and the region of the Mississippi valley is so far filled up that its people no longer look back to the eastward for an outlet for their productions. They are looking for the most economical and profitable route to the sea. They have discovered that the Mississippi river and its tributaries constitute a natural system of transportation by water which cannot be improved by inadequate utilization, and they are inquiring whether it is profitable to send so large a proportion of their bulky commodities to the Atlantic coast by rail or by tortuous lake, canal, and river routes when the drainage of their own valleys seeks the Gulf through navigable channels.

The earnestness with which this inquiry is pressed is calculated to rouse the interest of the nation. Lines of railway, running east and west, those whose interests are connected with canal communication from the lakes to the sea, and the sea-ports whose prosperity and growth are bound up with the business of sending the products of the west to foreign markets, to new exertions for the protection of their own interests. The Mississippi river threatens a formidable rivalry which cannot be regarded with indifference. It is the purpose of the convention to urge a liberal national policy of improvement for the Mississippi river and its tributaries, whereby all obstacles to navigation may be removed at the expense of the whole country. The Governor of Missouri, in responding to the invitation to attend delegates to the convention in behalf of the State, intimates that what is needed is an appropriation

which "will give us six feet of water from St. Paul to St. Louis, eight feet from St. Louis to Cairo, and ten feet from Cairo to New Orleans," with corresponding improvement of the Missouri and Ohio rivers. This is to be asked for at the national expense, and, considering the political power wielded by the States whose interests are involved and the liberal spirit in which the scheme has already been entertained by Congress, it is not safe to assume that it will not be granted. At all events, there can be little doubt that all needed and practical improvement of navigation on these great streams of the West will be secured in some way before many years have passed.

What will the effect be on the course of trade and the development of the different sea-ports of the country? Some faint suggestion may be obtained from the recent growth of the Mississippi traffic with all the disadvantages of shoal and obstructed channels at times of low water. Prior to 1876 the export trade by the Mississippi river route amounted to little. In 1879 it was nearly 500,000 tons, including over 6,000,000 bushels of grain. This year, from the opening of navigation in February to the 1st of August, the shipments of grain from St. Louis to New Orleans included nearly 3,500,000 bushels of wheat and 6,500,000 of corn. A single steamer with a tow of barges has taken on one trip 159,571 bushels of wheat and 136,544 bushels of corn, with other freight, making in all over 10,000 tons. It is said that it would require 50 trains of 20 cars each to bring the same bulk of merchandise to New York by rail, and it may be calculated how many canal boats of 240 tons each would be required to take it from the lakes to this city. Another statement made in this connection is that such vast cargoes have been delivered in the elevators at New Orleans within the week of departure from St. Louis, and that all the railroads running eastward from the same point could not deliver a like amount in a month. St. Louis already employs in this business eight elevators costing \$3,500,000, and having a capacity of 6,700,000 bushels, while additions are being made with a capacity of over 3,000,000 bushels. Barges already in use are capable of carrying 5,000,000 bushels per month. Still more significant is the calculation that in favorable seasons, with good navigation, grain can be carried from St. Louis to New Orleans for 25 cents a bushel, while it costs about 22 cents to bring it from Chicago to New York.

These and other facts demand careful study in all the bearings from those interested in railroads, canals, and foreign shipping in this part of the country.

## STATE JOTTINGS.

Ulysses wants a shoemaker.  
Fremont wants a decent depot.  
Grand creamery is completed.  
Pierce feels the need of more money.  
Blair is to have a Pleasant House Club.  
Diphtheria is prevailing in Cass County.  
Bell Creek sent \$70 to the Madison sufferers.  
Schuyler's new school house is to cost \$6,000.  
Gage county has organized a county alliance.  
Alondria has put her saloon license up to \$1,000.  
Wolves are multiplying rapidly in Johnson county.  
The Catholic Church at David City is being remodelled.  
Arcadia, Sherman county, is suffering from pestilence.  
The E. church of Beatrice has its new bell in position.  
Grand Island suffered from a severe hail storm Friday afternoon.  
Large numbers of cattle are being sold out of Pawnee county.  
Fairfield boasts of one of the finest school houses in the state.  
Diphtheria is reported to be playing sad havoc in Johnson county.  
Alma will invest \$30,000 in new buildings before the snow flies.  
A number of antelope reward hunters on the upper Elkhorn river.  
About 5,000 bushels of wheat was sold in Kearney on Monday last.  
Thousands of tons of hay have been put in Hall county this season.  
James Stott, of Dakota county, has purchased 400 fine Cotswold sheep.  
Long Pine will be the winter terminus of the Elkhorn Valley railroad.  
Real estate in the vicinity of Rising is changing hands at a lively rate.  
Fifty miles of grading are completed on the Republican Valley extension.  
Mrs. Ada Sawtell, of Harvard, has been taken to the state insane hospital.  
The Taylor shop of John Morrison at Lincoln was robbed last week of \$200.  
The city library and reading room in Lincoln is flourishing and well patronized.  
Nebraska county has nominated a female for county superintendent of public instruction.  
The Reform school at Kearney is completed and is open for the reception of "delinquents."  
The Nebraska state missionary society of the Christian church met in Lincoln last week.  
St. Paul, county seat of Howard county, has a population of from 600 to 1,000, and is flourishing.  
Several thousand head of cattle and sheep will be driven into Johnson county to be wintered.  
North Platte, after four years of hard work by the Nebraskaian, has established a reading room.  
The people of Valparaiso and vicinity were about twenty minutes in raising \$1,000 for a new church.  
Geo. Garland, of Lancaster county, reports wheat at twenty bushels to the acre and corn at fifty-five.  
The Fort Calum flouring mills have been leased by Coy and will be put in operation about the 10th instant.  
A young girl, whose name is withheld, attempted suicide by hanging in Tekamah the other day. She was cut down.  
John Blum, of Lincoln, was caught in a horse power last week and his foot badly mangled.  
The stable of James P. McIntosh at Ulysses was burned down last week. A cow, children and a box of matches were saved.  
The Johnson County Medical Society has ordered its members to withdraw their professional cards from the county papers.  
A law office at St. Union, containing a safe weighing 1,100 pounds, was lifted by the late cyclone and carried the distance of a block.  
A farmer near Sheridan, Neb., grew 300 bushels of potatoes on one-half an acre of land this summer and sold them at \$1.50 per bushel.  
A farmer of Furnas county raised four hundred bushels of onions on an acre of ground, and sold them for \$1.25 per bushel.—Enterprise.  
Emel Healy, charged with killing Walter Miller, was found guilty of murder

in the first degree by the grand jury of Johnson county.  
Mr. J. C. Campbell shot a jack rabbit near Pleasant Hill that weighed 22 pounds. Mr. C. reports chicken and quail quite abundant in that section.

The first number of the Washington County Democrat has just appeared. Blue & Sampson are the publishers. This gives Blair three papers.

Every saloon keeper in Platte county, outside of Columbus, was indicted at the last term of court. They wanted to do business under the old law.

The Nebraska News tells of a woman, in Verdigris valley, who, feeling herself insulted, kicked a man with such violence that he had to call in a doctor.

A Michigan man in Lincoln, last week went temporarily insane and imagined himself in the midst of cut throats and thieves. He wasn't so far "off."

Fremont's cannery company is now engaged in putting up apples, a large number of barrels of which they have purchased at St. Joseph, Mo.

Burt county commissioners have obtained \$21,000 of the \$105,000 railroad bonds to be refunded at six per cent. This will save the county \$2,000 in interest.

An enterprising immigrant from Germany recently bought a farm near West Point, stock, implements and all, paying for his purchase the neat sum of \$11,000 cash.

The twenty-fifth annual meeting of the Great Association of Congregational churches of Nebraska will be held with the Congregational church of Blair, October 20th to 30th.

The Lincoln school board has made a rule to dispense with recesses in the schools of that city. The forenoon sessions will hereafter close at eleven and the afternoon sessions at half-past three o'clock.

A freight train was "switched" on Sunday night near Waverly and the train was smashed up generally. A misplaced tie was the cause. A brakeman was pretty badly hurt and four cars wrecked.

The actual enrollment of both schools in Blair at the census of April 1st, 1881, numbers 650 of school age in the district. Of this number sixty-five are enrolled in the high school including eleven non-residents.

Blue Springs and Wymore people do not harmonize very well. Both towns are in one school district. The former town controls the school board and contains the school house, but the Wymore people clamor for a school of their own.

The school house in District No. 5, (Parcell's) east of town, on the half-section 1ue, was burned to the ground on Saturday night. The cause of it has not been ascertained. There has been a great deal of dispute over school matters in that district, which will now be temporarily quieted—probably. The building was just completed, and cost about \$600.—Fremont Herald.

James Reynolds, yard master of the S. C. & P. railroad, met with a painful mishap last week. While coupling cars he caught his hand between two wheels and it quite badly mangled. He is now lying up under surgical attendance.—Norfolk Journal.

Wm. R. Yinger has been sentenced at North Platte to serve two years in the penitentiary for shooting a lawyer of that place named H. C. Colburn. Six shots were fired, the last two taking effect in Colburn's legs, from the effects of which he will be more or less crippled the remainder of his days.

A distressing accident happened to Mr. Geo. Wigginton, Mrs. Newell and daughter, of Sterling, last week, while on their way to Blue Springs. Their team was badly frightened by some herd boys and ran away, throwing the occupants of the vehicle to the ground, breaking one of Mrs. Newell's limbs, and crushing the buggy all to pieces. The harness was also badly broken. The herd boys collected \$200 to pay damages.

## REAL ESTATE.

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## Best and Cheapest Farming Land

In Nebraska, located in all the best counties in the state.

## DOUGLAS COUNTY

Alone we have about

## 25,000 Acres

For sale at \$8, \$10 and \$12 per acre, 8 to 15 miles from Omaha, 15,000 Acres in Sully county, 15,000 Acres in Washington County, Large Tracts in all other counties in Nebraska and Western Iowa.

## ALSO

An immense list of OMAHA CITY property consisting of FINE RESIDENCES, HOUSES and LOTS, BUSINESS PROPERTY of all kinds, LOTS in ADDITIONS to Omaha, ACRE TRACTS, etc., for Sale, Rent and Exchange.

## BOGGS &amp; HILL,

## Real Estate Brokers,

1408 Farnham Street,  
OPP. GRAND CENTRAL HOTEL.

## FOR SALE

320 acres, 14 miles from city, 40 acres cultivated, running water, plenty of valley, school house on the land, farm all around it, \$12.50 per acre.  
BOGGS & HILL, Real Estate Brokers.

## FOR SALE

\$20 acres, 11 miles from city, 75 acres of fine valley—100 acres is level land, 40 acres cultivated, living water, near timber, owner extremely anxious to sell, \$12.50 per acre.  
BOGGS & HILL, Real Estate Brokers.

## FOR SALE

80 acres, 13 miles from city, 47 acres under cultivation—very rich land—will sell cheap.  
BOGGS & HILL, Real Estate Brokers.

## FOR SALE

100 acres, 10 miles from city, only \$10 per acre, if sold at once.  
BOGGS & HILL, Real Estate Brokers.

## FOR SALE

100 acres, 10 miles from city, 40 acres cultivated, \$11.  
BOGGS & HILL.

## FOR SALE

30 acres, close to city, 840 per acre, water and valley.  
BOGGS & HILL.

## FOR SALE

20 acres, 21 miles west of city, 40 acres, four miles southwest of city—both nice pieces of land—will sell cheap.  
BOGGS & HILL.

## FOR SALE

160 acres far in, 21 miles from city, \$5.00.  
BOGGS & HILL, Real Estate Brokers.

## FOR SALE

440 acres, near Millard—will divide to suit.  
BOGGS & HILL.

## FOR SALE

103 acres at Gilchrist station, \$25.  
BOGGS & HILL.

## FOR SALE

14 1/2 quarter sections of land in township 16, range 12, also 12 sections in township 16, range 11, only 12 to 15 miles from Omaha. Some very low prices in these lots.  
BOGGS & HILL, Real Estate Brokers.

## 50 HOUSES AND LOTS

## Monthly Payments.

Will build these houses to order as fast as required, on our lots on Farnham, Douglas and George, and 27th, 28th, 29th and 30th Sts. We do not build anything but good solid, No. 1 houses, using full as good material and doing fully as good work as is done on large, first-class buildings. All houses are shoddy, tar papered, sided, plastered two coats, to floor and jam. We paint with best paint, all windows hung on heavy weights, and fitted to insulate outside blinds, as desired. All studding is placed 16 inches from center to center—all framing lumber being 1 1/2 heavy as that used in large houses. Houses cost from four to six rooms, with ten foot ceilings, folding doors, etc. We invite all people wanting houses, to call and examine the houses we are now building. We require in all cases a cash in hand payment of \$100 or \$200, balance monthly.

## BOGGS &amp; HILL,

## Real Estate Brokers,

1408 Farnham St.,  
OPP. GRAND CENTRAL HOTEL.

## Houses, Lots, Residences, Etc.

House and lot, 16th and Pierce, \$3,500.  
Two houses and one lot, 15th and Leavenworth, \$2,200.  
House and small lot, 13th and Cass, \$600.  
Three houses and one lot, 15th and Cass, \$2,000.  
House and lot, 15th and Pierce, \$2,500.  
House and lot, 16th and Pierce, \$1,200.  
Fine residence, Shinn's addition, \$5,000.  
House and two lots, 20th and Pierce, \$2,000.  
House and lot, 21st and Farnham, \$1,500.  
Two new houses and lot, 12th and Mary, \$2,300.  
New houses and one-half lot, 22d and Capitol avenue, \$2,000.  
House, seven rooms, with lot, Shinn's addition, \$1,700.  
Fine residence property, St. Mary's avenue, \$5,500.  
House and lot, Davenport street, \$1,000.  
House and lot, Shinn's addition, \$2,500.  
House and lot, 6th and Pierce, \$500.  
Large house, corner lot, 21st and Burr, low price.  
House and lot, Armstrong's addition, \$2,700.  
Corner lot, small house, Armstrong's addition, \$900.  
House and lot, 12th and Capitol avenue, \$3,200.  
House and lot, 12th and Harvard, \$2,000.  
Fine residence, Shinn's addition, \$2,000.  
House and lot, 15th and Burr, \$2,500.  
Full corner lot and two houses, 16th and Capitol, cost \$12,000.  
Full lot and house, business location, \$7,500.  
Elegant residence, No. 1, 10th, \$7,000.  
House and lot, 30th and Douglas, \$1,500.  
Commodious hall, 2nd, 10th, \$18,000.  
House and lot, 25th and Farnham, \$1,150.  
House and lot, 30th and Douglas, \$1,500.  
It sold property, California street, \$4,700.  
Residence property, Park Wide avenue, very cheap.  
House and lot, 12th and F, \$1,200.  
House and lot, Douglas street, \$1,200.  
Two houses and two third lots, 10th and 23d and Cass, \$1,500.  
Nice residence, residence, two lots on Capitol Hill, \$7,500.  
Nice residence, choice location, \$5,000.  
House and lot, 10th and F, \$1,200.  
Five splendidly located business lots, 22d, 26th, 28th, 30th, a location as can be found in the city, each \$2,000.  
Two business lots, opposite "The Mill-rd," south side Douglas, between 12th and 13th, each \$500.  
Six business lots on 25th street, \$1,500 to \$2,500.  
Full corner lots, suitable for business, \$7,500.  
Two business as lot, together 44x65 feet, No. 1 lot, \$5,000.  
Six good business lots, each \$2,120, each \$3,000.  
Three business lots, 22x120 feet each, all for \$7,000.  
Business corner, 132 feet square, one of the best locations in the city, \$40,000.  
66x120 feet on corner, very cheap for all, full lot, 18th and Harvard, \$1,800.  
House, lot, 22d and Capitol, \$1,600.  
Corner lot, Jefferson and Douglas, \$1,20